All India/States/Uts.	2003	2004	2005
Sikkim	131	159	189
Tamil Nadu	51025	52508	53866
Tripura	676	645	657
Uttaranchal	1222	1252	1332
Uttar Pradesh	14286	18493	18325
West Bengal	10444	14431	12597
Andaman & Nicobar Islands	180	215	205
Chandigarh	442	417	530
Dadra & Nagar Haveli	73	1.11	127
Daman & Diu	72	61	62
Delhi	8863	9087	9351
Lakshadweep	1	3	5
Pudducherry	1586	1633	1780
TOTAL:	406726	429910.	439255

Overbridge at Shakirpur in MP

†3927 SHRIMATI MAYA SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the traffic jams are experienced due to excessive traffic on the road heading to Gwalior in Madhya Pradesh;

(b) whether there is any plan to construct an overbridge at Shakirpur in order to control traffic; and

(c) if so, by when it would be executed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) This Ministry is responsible for maintenance and development of National Highways. There is no traffic jams on National Highways leading to Gwalior other than in isolated situation.

† Originai notice of the question was received in Hindi.

(b) No such proposal is under considerations in the Ministry.

(c) Does not arise.

Development of NHs by Annuity and BOT method of funding

3928. SHRI M.V. MYSURA REDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government had taken up the development of National Highways by providing Government funds through NHAI previously;

(b) if so, whether there is any change in the policy of Government in taking up the Development of National Highways by Annuity and BOT method of funding;

(c) if so, the difference between the mode of funding among these schemes (Government, Annuity and BOT); and

(d) if so, in which scheme the cost of the project is less?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Government has approved implementation of National Highways Development Project (NHDP) Phase III, V & VI under Public Private Partnership (PPP) on Build, Operate and Transfer (BOT) (Toll) mode. In case, the projects are not viable on BOT (Toll) mode under phase-Ill, then the projects would be taken up on BOT (Annuity) mode with the approval of the Government. If again, the projects are not viable on BOT (Annuity) mode, then the projects would be taken up on Engineer, Procure and Construct (EPC) mode

(c) Under Government funding, the cost of construction and maintenance thereof is borne by the Government and toll revenue (as per the per km toll rates fixed by the Government) on perpetuity is collected by the Government.

Under BOT (Toll) mode, the Concessionaire is required to meet the upfront cost of the construction and the expenditure on annual maintenance for the concession period. Viability gap funding (VGF) limited to 40% is approved by the Government. The investment on project is recovered through